

COUNTRY Hungary
TOPIC Airfields in Hungary
REPORT
25X1

EVALUATION PLACE OBTAINED
DATE OF CONTENT
DATE OBTAINED DATE PREPARED 19 January 1953
REFERENCES
PAGES 3 ENCLOSURES (NO. & TYPE)
REMARKS 25X1

This is UNEVALUATED Information 25X1

1. Boergoend (Q 48/E 19). 25X1

The training battalion was billeted in the barracks buildings at the northern border of the airfield. The members of the battalion wore white-bordered blue epaulets; officers wore a small golden airplane and NCOs wore small white metal airplanes as branch of service insignia. No aircraft were available at the field. There was no concrete runway; the landing field had a sodded surface. Two hangars, about 30 x 50 meters, one of them apparently new, were located in the northwestern portion of the field. The old hangar was being reconditioned from war damages.²

2. Kecskemet (Y 6/N 95) 25X1

aircraft stationed at the field included 35 Yak-9s, 25 IL-10s, 4 Arado planes and 2 Fecske aircraft. The IL-10s and the Yak -9s
Two Yak-9s were always on the alert. A heavy AA machine gun with crew was stationed on the roof of the billets of the OATB unit. The airfield had a concreted east-west runway, about 2,000 m long, with concrete taxiways at both ends. There was a wide concrete apron in front of the three equal hangars, each of which covered an area of about 30 x 80 meters. The aircraft were parked on this apron and in the hangars... A fenced in fuel dump, 80 x 80 meters, was located 400 meters north of the road leading to the airfield, about one kilometer east of Kecskemet. The fuel containers were dug-in 6 meters deep. Four fuel trucks were available at the airfield. A bomb depot

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with 50-kg and 100-kg bombs was located about 2 kilometers north of the airfield. The red border lighting of the field was operated from one central switch. Searchlights illuminated the take offs. The radio station and the switchboard were installed in the flight control building. Fuel dump, bomb store, hangars and the gate to the barracks were guarded. At night, sentries patrolled the area. There was only day flying during favorable weather. The engines were started by compressed air and, during the winter, preheating carriages were used in addition.

3. Tapolca (Y 4/D 35) On 16 January 1951, the GA units and the rather strong OATBs were transferred to Tapolca and attached to the 1st GA Regiment. Captain Adam Zoltai who already in Kecskemet had been chief of the GA company was commander of the GA regiment. Tapolca airfield extended about 2,500 meters in a north-south direction and about 800 meters in east-west direction. There were no concrete runway, taxiways or hardstands. The only concrete apron was located in front of the reconditioned hangar which housed a repair shop in its north-eastern portion. Another rather bomb damaged hangar was located east of the aforementioned one. The units transferred from Kecskemet brought 25 Stormovik aircraft.⁴

4. Budaoers (Q 48/H 42)

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The staff of the school was composed of 80 to 85 instructors and inspectors and about 20 civilian professors. Officers and NCOs at the school wore winged propellers as branch of service insignia. The students were of the 1929 to 1931 classes. About 30 percent had volunteered. The school which was subordinated to the Honved Ministry was established in the barracks just south of Budaoers airfield. The training course of three months, the following subjects: mechanical science, technical drawing, mathematics, aero dynamics, aircraft science, marksmanship, terrain science, politics training and service regulations. There were no concreted runways or taxiways at the field and no hardstands except for the concrete aprons in front of the two hangars, located at the southern and northern border of the field. A repair shop was installed in the third hangar which, covering an area of 30 x 100 meters, was bigger than the two others. An antenna was seen on the roof of the flight control building. The field was equipped with lighting. Aircraft of the types Yak-9, Il-2, Il-10, Il-2, Aero-45, Po-2s and older types were seen at the field.⁵

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1. Comment. Even though the information dates back to 1950, it is forwarded as a confirmation to a previous report. Both reports indicate that the field was occupied by an air force training unit in early 1950, but they deviate with regard to the strength of this unit. The more detailed information of the reference report leads to the conclusion that a unit of regimental strength was concerned.

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2. Comment. The information on location, condition, installations and the occupation of the airfield corresponds generally to previous information.

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3. Comment. This report confirms previous information with regard to the buildings and the condition of Kecskemet airfield. The occupation by a Hungarian GA unit prior to 15 January 1951 is reported for the first time. According to previous information, the 1st Hungarian Fighter Regiment was assumed to be stationed at Kecskemet airfield.

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4. [] Comment. The field was previously reported as being occupied by a GA regiment equipped with IL-10s.

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[] It is assumed that the GA unit was brought to regimental strength at Kecskemet and then transferred to Tapolca.

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5. [] Comment. The information on the Vasvary Pal air force officers school corresponds with previous information. The description and the occupation of the airfield is also correct.

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